

7th CAPSCA – AP SriLanka

20 to 23 May 2014

Report on the 4th Global Coordination
Meeting of CAPSCA &
CAPSCA activities in other regions

CAPSCA Global Programme

Coordinating the international aviation response to public health risks, such as pandemics, is a key role for the International Civil Aviation Organization (ICAO).

By means of CAPSCA (Collaborative Arrangement for the Prevention and management of public health events in Civil Aviation) international, regional, national and local organizations are brought together to combine efforts and develop a coordinated approach.

CAPSCA Global Programme



CAPSCA Regional Projects

ICAO HQ and Regional Offices



CAPSCA Objectives

- **Public health protection - general public, air travellers and aviation personnel.**
- **Assistance to States/Territories to establish national aviation pandemic preparedness plans, and:**
 - **adherence to Article 14 of the Convention on International Civil Aviation;**
 - **compliance with related ICAO SARPs (Annexes 6, 9, 11 and 14) and Procedures (PANS/ATM);**
 - **compliance with WHO IHR (2005) regulations; and**
 - **implementation of ICAO, WHO, ACI and IATA guidelines.**
- **Cooperation amongst civil aviation authorities, public health authorities, airports, air traffic services, and airlines.**
- **Regional cooperation amongst States and Territories - a mechanism for pooling and sharing expertise and resources.**
- **Training of airport evaluators, evaluation of airports, development of core capacities, and provision of advice to States and Territories.**
- **Further development and improvement of guidelines for the aviation sector.**

CAPSCA Programme Fourth Global Coordination Meeting

- Webpage:
 - http://www.paris.icao.int/documents_open_meetings/files.php?subcategory_id=232

Acknowledgments:

Mr Michiel Vreedenburg, ICAO

CAPSCA Programme 4th Global Coordination Meeting








CAPSCA Programme Fourth Global Coordination Meeting

**84 participants from 32 States,
8 International Organisations and
1 member of industry met together and
adopted the following conclusions:**

Conclusions:

- **States are encouraged to:**
 - **join CAPSCA (no cost) by sending a letter to the ICAO or WHO regional office**
 - **request an Assistance Visit by sending a letter to the ICAO or WHO Regional Office (cost recovery)**
 - **volunteer technical advisor(s) from the CAA and/or PHA to be trained by ICAO and participate in Assistance Visits**

CAPSCA Regional Projects

REGION	Asia-Pacific	Africa	Americas	Europe	Middle East
					
Year Established	2006	2007	2009	2011	2011
100 Member States	20	26	35	9	10
26 State Technical Advisors Trained by ICAO (OJT completed)	4	6	14	0	2
54 State & Airport Assistance Visits Completed	11	8	31 (incl. 2 follow-up visits)	0	4

- **ICAO and States should support and promote CAPSCA in the Directors General of Civil Aviation and European Civil Aviation Conference Member States meetings**

**DGAC/CAP/97 (February 2013)
C/CAR/DCA/13 (May 2013)
DGCA/APAC/50 (July 2013)
ECAC/DGCA/62/SP (August 2013)**

**AFI/DGCA/5 (November 2013)
EANPG/55 (November 2013)
E/CAR/DCA/25 (December 2013)
MID ???**

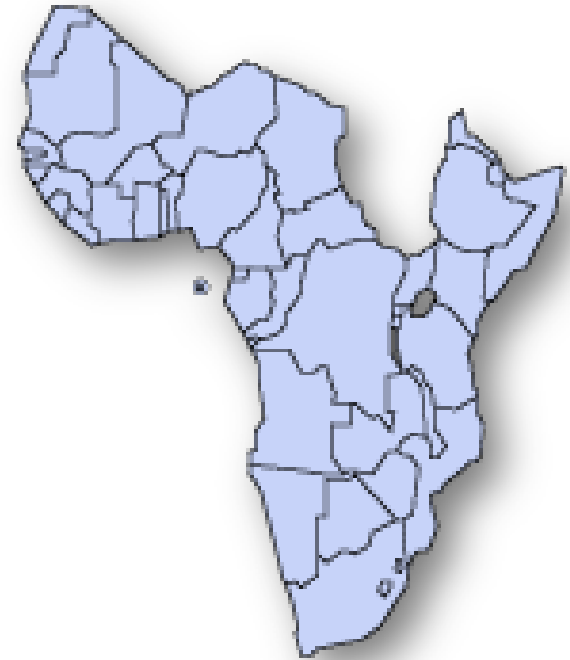


- **Sources of funding which are available and have already been provided by some States and partners include the following:**
 - **Voluntary contributions by States to CAPSCA**
 - **Cost-recovery for assistance visits to States and airports**
 - **Contributions in kind by States for their Technical Advisors trained by ICAO to participate in assistance and follow-up visits**
 - **Financial and in kind support by WHO and other partners**
 - **States hosting CAPSCA meetings providing venue, facilities and services and funding ICAO Secretariat travel to support the meeting – next MID/Global Meeting – Cairo, Egypt; Nov 2014**

- **Plans and procedures for the prevention and management of public health events in civil aviation should be considered in the context of the needs of each State and airport in compliance with related ICAO SARPs and the IHR, and with reference to ICAO, WHO, ACI and IATA guidelines, applying risk assessment and analysis of delays**

- **The presentation concerning traveller screening on “Biodiaspora” suggested that:**
 - **Exit screening at airports with greatest traffic levels is most effective, least disruptive but places further burden on the source country**
 - **Entry screening in cities receiving direct flights from a source area is a second but less desirable option**
 - **Entry screening in cities not receiving direct flights from a source area are highly inefficient and can be disruptive.**

- **The CAPSCA Africa Deputy Team Leader for Technical Advisors (South Africa) is to expand the analysis of State experiences of the effectiveness and benefits of passenger screening and present the results for review to the next (5th) CAPSCA Global Coordination meeting.**



- **States, as part of the civil aviation authority's aerodrome certification process, may consider including relevant health related ICAO Standards and Recommended Practices, and are encouraged to involve the public health authority in the process**

- **States are encouraged to include public health aspects when developing their National Emergency Plans including the impact on tourism travel and trade**

- **Airports are urged to consider incorporating public health aspects in business continuity management and refer to existing guidelines such as the Airports Council International (ACI) “Business Continuity Management Systems: Implementation Guidelines for Airports”.**
 - <http://www.aci.aero/About-ACI/Priorities/Health/Documentation>



ACI WORLD – BEST PRACTICE PAPER: BUSINESS CONTINUITY MANAGEMENT FRAMEWORK AND CASE STUDIES FOR HEALTH-RELATED DISRUPTIONS AT AIRPORTS

2. Business Continuity Management Systems (BCMS) framework:

2.1. Business Continuity Timeline

To understand the Business Continuity Management Systems better, it is important to show the component parts of the system in the context of a time line.

Figure 1 shows a critical event in its time context. From a management perspective, it is possible to differentiate between the Pre and Post event actions.

The diagram illustrates a business continuity timeline. A horizontal axis labeled 'TIME' has two points marked: 'Incident' and 'Critical Event'. A vertical dashed red line separates the timeline into 'Pre-Critical Event Plans' (before the critical event) and 'Post-Critical Event Plans' (after the critical event). Under 'Pre-Critical Event Plans', there are 'System Fallback Plans' and 'Preventive & Maintenance Plans'. Under 'Post-Critical Event Plans', there are 'IT Recovery Plans', 'Operational Continuity Plans', and 'Business Recovery Plans'. A blue arrow at the top of the diagram points to the right and contains the text 'Different Business Continuity Plans for each airport business process and operational system'.

Figure 1: Critical event in its time context. (Courtesy of AAHK)

- **ACI is to review and update its “Airport preparedness guidelines for outbreaks of communicable disease” considering the lessons learned from the CAPSCA Assistance Visits. ICAO may consider a similar review and revision of its guidelines.**
 - <http://www.aci.aero/About-ACI/Priorities/Health/Documentation>
 - <http://www.capsca.org/CAPSCARefs.html#Extracts>

- **ICAO offered to continue discussing with the Civil Air Navigation Services Organization (CANSO) the development of business continuity management guidance for air navigation service providers. Eurocontrol will consider supporting this initiative.**
 - **CAA Singapore, Eurocontrol, US FAA and NavCanada have committed to a working group. South Africa ATNS is being consulted**
 - **ICAO met with CANSO which is still considering**
 - **MID ANSP?**



- **The European Centre for Disease Control and Prevention (ECDC) agreed to partner with CAPSCA Europe and States are encouraged to consult the ECDC RAGIDA European Risk Assessment Guidelines for Diseases transmitted on Aircraft and are invited to attend the ECDC Expert Consultation Meeting to be held on 21 and 22 October 2013**



ECDC - RAGIDA

- **ECDC Expert Consultation Meeting held in October 2013 to update RAGIDA**
 - **Tuberculosis;**
 - **Measles;**
 - **Coronaviruses;**
 - **Influenza viruses**



http://www.ecdc.europa.eu/en/publications/publications/0906_risk_assessment_guidelines_for_infectious_diseases_transmitted_on_aircraft.pdf



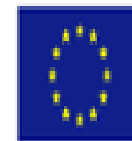
Google “RAGIDA Technical Report”



- **The meeting welcomed collaboration with the Coordinated Action in the Aviation Sector to Control Public Health Threats (AIRSAN) project, funded by the European Commission as being complementary to the CAPSCA programme.**



Coordinated action in the aviation sector
to control public health threats



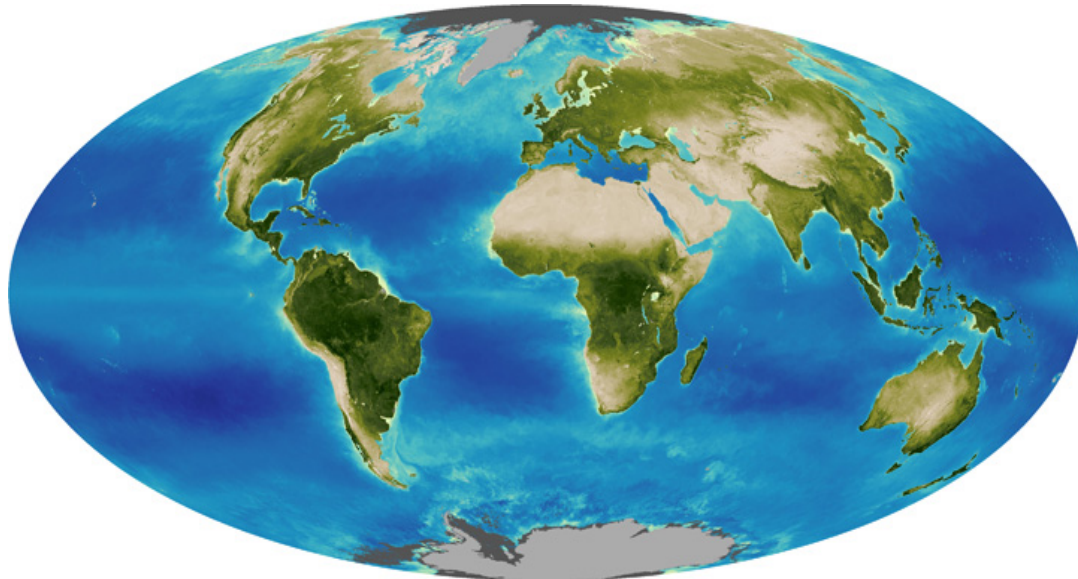
Funded by
the Health Programme
of the European Union

AIRSAN project (2013-2015)

- **Funded by EU**
- **Administered by Robert Koch Institute (Germany)**
- **Aim - to ensure a harmonized response in the European Union to public health threats in air transport**
- **Travellers affected by a communicable disease, should be based on the same guidance documents across all EU Member States.**
- **Starting point is existing WHO and CAPSCA documentation**

- **As a contribution to CAPSCA's funding requirements and States responsibilities to support the continuation and sustainability of the programme, Colombia, Chair of CAPSCA Americas, reiterated its commitment made at the 3rd Global Coordination meeting in 2012 to provide ICAO an annual contribution of USD 10,000 to fund CAPSCA Americas activities**

- **The next (5th) CAPSCA Global Coordination meeting is provisionally planned to be held in the Middle East in November 2014.**
 - **State to offer to host, even if tentative, to be able to announce a year in advance to ensure high attendance**





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Thank you

www.capsca.org

Questions?

